

WEATHER BULLETIN.

SIGNAL OFFICE, WICHITA, Kan., Nov. 12.—The highest temperature was 58°, the lowest 32°, and the mean 45°, with slightly warmer, cloudless weather, gentle northeast to east winds and higher pressure.

Last year, on Nov. 12, the highest temperature was 41, the lowest 27°, and the mean 34° and two years ago the corresponding temperatures were 45°, 34° and 41°.

FRED L. JOHNSON, Observer.

WASH. DEPT., WASHINGTON, D. C., Nov. 12, 8 p. m.—Forecast until 8 p. m. Thursday:

For Kansas and Colorado—Fair, warmer except slightly cooler in extreme eastern Kansas, variable winds.

For Missouri—Fair, slightly cooler, except stationary temperature, extreme southeasterly gales, northerly winds.

GENERAL CROOK'S REMAINS.

WASHINGTON, Nov. 12.—The remains of the late Maj. Gen. George Crook were brought to this city this morning from Oakland, Md., and were interred with military honors in the national cemetery at Arlington, in the presence of a few long-time friends of the dead general.

Salvation Oil, the great liniment, should be a part of every traveling man's equipment.

With the new moon, look out for cold weather and keep Dr. Bull's Cough Syrup handy.

THE CONSPIRACY TRIAL.

TIPPERARY, Nov. 12.—The magistrates' court here today changed the venue of the conspiracy case from Tipperary to Clonmel. The counsel for the defendants in the conspiracy case, however, have not yet been named. The court then adjourned until tomorrow.

A RAILWAY APPOINTMENT.

ST. LOUIS, Nov. 12.—General Manager Morrill of the St. Louis and San Francisco, has appointed J. H. Wentworth general superintendent of the Kansas division. Mr. Wentworth takes the position vacated by F. E. Merrill, who has accepted a similar position on the Chicago and Erie.

Pears' Soap is the most elegant toilet adjunct.

A SMALL BLAZE.

MCPHERSON, Kan., Nov. 12.—The frame building occupied by Mrs. W. R. Lyon, on Main street, as a millinery store, was destroyed by fire this morning at two o'clock. The store was worth \$30,000 and was insured for \$2,000. The frame building adjoining was pretty badly damaged, but was insured for enough to cover the loss.

For a disordered liver try Beecham's Pills.

TURF NOTES.

Aberdeen, the sire of Alabaster, was partially paralyzed some time ago, but it is now believed that he will recover.

The Buffalo man who bought Hal Pointer made no mistake. His three heats in 2:59, 2:12, and 2:13 have fairly made him the king of pacers.

In his three years on the turf, Salvador has won for his owner \$114,655, divided as follows: 2 years old, \$14,955; 3 years old, \$69,620; 4 years old, \$30,080.

A new racing association, incorporated by a number of horse breeders and owners, has secured a tract of land, near Clinton, and will build a new full mile track. The capital stock will be \$250,000.

Marcus Daly, the coffee king, has bought the 2-year-old bay filly Lady Wilton, with a record of 2:25. She recently sold for \$10,000, and Daly is reported to have paid an advance on that figure.

The stakes to be run for at the Victoria racing club of Melbourne, Australia, for the season of 1891 amount to \$1,000,000, with over \$2,000,000 added. The handicap sweepstakes for the Melbourne cup, run Nov. 4, has \$50,000 and a \$750 trophy added.

There is a great deal of complaint this season about forfeits. Mr. Belmont's Futurity was worth \$75,000 on paper, but there is still something like \$30,000 outstanding. Sam Bryant has not yet collected all his Futurity forfeits. The other big stakes are the same.

The famous race horse, Helmsford, formerly owned by J. P. Dawes, of Lachine, Que., recently died at Avoca, Steuben county, N. Y. Helmsford was foaled in 1880 and was the sire of the famous stevedecker Rose. As a 4-year-old he defeated Longfellow at Saratoga.

Charles L. Bailey, of Midway, Ky., has sold to William R. Lecher, of Richmond, Ky., the 2-year-old bay filly Sinner Fidele, by Longfellow (a Sinner), by Fallowcroft. Price, \$10,000. Sinner Fidele has beaten some of the best horses in the west. She is considered the Sally McClelland of Kentucky.

A number of new race tracks are to be built in New Jersey before the opening of next summer's season. Sea Isle City is to have one, and the work of grading the track has already begun. This track will be owned by Charles K. Landis, of Philadelphia, who founded both Sea Isle City and Vineland, N. J.

The colt Monarchs, recently sold to Richard & Leathers, of Lexington, Ky., brought the large sum of \$8,500. It is said that this amount is the largest ever paid for a yearling trotter in Kentucky. Monarchs is by Eagle Bird, dam Lady Grand (2:35), by Gen. Knox. Monarchs has trotted several quarters in 30, seconds.

The Conerly Jockey club has opened the great trial stakes for next year. The race is a sweepstakes for 2-year-olds, of \$100 each, and will start on March 15, 1891, by April 1, and \$100 by May 15, with \$10,000 added, and \$20,000 will go to the second and \$1,000 to the third. Starters will pay \$100 additional. The race will be over the Futurity course, and entries will close on Dec. 1 next.

SOME FAMOUS POEMS.

Gray's "Elegy" occupied him for seven years.

Bryant wrote "Thanatopsis" in the shade of an old forest.

Cowper wrote "John Gilpin's Ride" when he was under one of those terrible fits of depression so common to him.

Ella Wheeler Wilcox composed her little poem, "The Land of Nod," while rocking her baby brother to sleep in the cradle.

Gen. Lytle wrote "I am Dying, Death," on the night before his death. He had a premonition that he was going to die the next day.

The poem, "The Falls of Niagara," was written by its author, J. G. C. Brainerd, the editor of a small paper in Connecticut, under pressure, in response to a call for "more copy."

"After the Ball," the little poem which has made the name of Nora Perry known in the world of letters, was jotted down on the back of an old letter, with no idea of the popularity it was to receive in the pages of a noted magazine.

The first thought of "The Bells" when walking the streets of Baltimore on a winter's night. He rang the bell of a lawyer's house—a stranger to him—walked into the gentleman's library, shut himself up, and the next morning presented the lawyer with a copy of his celebrated poem.

Thomas Moore, while writing "Lalla Rookh," spent six long months in reading up Greek and Persian works that he became an accomplished Oriental scholar, and people found it difficult to believe that its scenes were not penned on the spot instead of in a retired dwelling in Devonshire.

IN A MAHOGANY CAMP.

SCENES IN THE DEEP FORESTS OF BRITISH HONDURAS.

How the Hard Wood Is Prepared for Market—The Big Trees Are Scattered Through Forests of Underbrush and Vines—Something About the Men.

An interesting story about mahogany cutting and rafting has reached the state department from Consul Burchard, Belize, the capital of the British possessions in Central America, now a city of considerable commercial importance, owes its origin and wealth to the mahogany cutters. During the first half of the present century princely fortunes were quickly accumulated in the business, especially by those who had the fortune to secure contracts from the English government for the mahogany, which was formerly largely employed in naval architecture. Since iron and steel have taken the place of wood in the construction of public vessels the mahogany trade has decreased to a notable extent, although it is still large and profitable.

The expense and difficulty of getting out the wood are much greater. Few trees can now be found near a river of sufficient water to float the logs. Having selected a suitable locality and arranged with one of the exporting houses of Belize to advance the means in provisions and cash to carry on the work, the mahogany cutter hires his gang of laborers for the season. Nearly all labor contracts are made during the Christmas holidays, as the gangs from the mahogany works all congregate in Belize at that time. The men are hired for a year at wages ranging from \$12 to \$20 per month.

IN THE WOODS.

All work in mahogany cutting is done by tasks. The best laborers are out at daybreak and generally finish their task before 11 o'clock. The rest of the day can be spent in fishing, hunting, collecting Indian rubber and sarsaparilla, or in working up mahogany into dories, paddies and bows, for all of which they find a ready market. Game and fish are abundant.

The regular ration for a laborer in this country consists of four pounds of salt pork and seven quarts of flour per week, which is delivered to him every Sunday morning. The abundance of game and wild fruits enable the mahogany laborer to live a large part of his rations, which he either sells to his employer or sends home to his family.

The owner or overseer of mahogany works is a distinguished personage within the district of his operations. He lives well, often luxuriously, and has many varied sources of enjoyment. His rustic dwelling in the forest is supplied with every comfort and many luxuries. He travels up and down the river in a bateau made of mahogany and fitted up regardless of expense for enjoyment and convenience.

The mahogany tree hunter is the most important and best paid laborer in the service. Upon his skill and activity largely depends the success of the season. Mahogany trees do not grow in clumps or clusters, but are scattered promiscuously through the forest and hidden in a dense growth of underbrush, vines and creepers. It requires a skillful and experienced woodsman to find them.

HUNTING THE TREES.

No one can make any progress in a tropical forest without the aid of a machete or heavy brush knife. He has to cut his way step by step.

The mahogany is one of the largest and tallest of trees. The hunter seeks the highest ground, climbs to the top of the highest tree, and surveys the surrounding country. His practiced eyes detect the mahogany by its peculiar foliage; he counts the trees within the scope of his vision, notes directions and distances, then descends and cuts a narrow trail to each tree, which he carefully blazes and marks, especially if there is a rival hunter in that vicinity. The axmen follow the hunter, and after them the mahogany buyers and hewers.

To fall a large mahogany tree is one day's task for two men. On account of the wide spurs which project from the trunk at its base, scaffolds have to be erected and the tree cut off above the spurs, which leaves a stump from ten to fifteen feet high, a waste of the very best wood.

While the work of felling and hewing is in progress other gangs are employed in making roads and bridges over which the logs are to be hauled to the river.

The trucks employed are clumsy and antiquated, consisting of a heavy axle and a box would think of using. The axles and boxes are imported from England, and the other parts of the truck made on the ground. The wheels are of solid wood, made by sawing off the end of a log and fitting iron boxes in the center.

No tire or wheels are needed. New wheels are in constant requisition, and repairs come frequent and expensive delays. Most of the trucking is done at night by torchlight made of pitch pine. The oxen are fed on the leaves and twigs of the tree, which gives them more strength and power of endurance than any other obtainable food.

GETTING LOGS TO MARKET.

The trucking is done in the dry season, and the logs collected on the bank of the river and made ready for the floods which occur on the longest rivers in June and July, and on all in October and November.

The logs are turned adrift loose and caught below near tidewater by booms. Indians and Caribs follow the logs down the river in jupiaus to release those which are caught by fallen trees or other obstacles in the river. No little judgment and experience is required to determine at what exact stage of the flood the logs should be let loose. Should the water rise at what they call "toppant flood" before the logs reach the boom many of them would be carried over the banks and left high and dry in canals and thickets or covered up by sand and rubbish. From the boom the logs are rafted to the embarcadero and "manufactured" for shipping.

The manufacturing process consists in sawing off the long ends which have been bruised and splintered by rocks in the transit down the river and in relining and rehewing the logs by skillful workmen, who give them a smooth and even surface. The logs are then measured, rolled back into the water at the mouth of the river, and made into a raft to be taken to the sea, which is anchored outside of the bar. This is a laborious and risky operation, often resulting in serious losses to the shipper or the owners of the vessel, according to the conditions of the bill of lading. Irresponsible natives construct and conduct the rafts to the vessel, and it frequently happens, especially in bad weather and by gross carelessness, that logs break away from the rafts and are carried away out to sea, to be deposited finally on the shores of some of the mainland, where they are eagerly picked up by the natives and utilized for shipbuilding, furniture and so on.—St. Louis Globe-Democrat.

THE STICK OF WOOD IN THE BARREL.

A correspondent of The Practical Mechanic writes that he has tried the experiment of what has been written about in the press of late inserting a stick of wood in a barrel or hoghead of water to prevent its bursting when frozen, and has found it an effective remedy. He says he had no faith in the success of the experiment, but decided to risk one barrel, so inserted a stick about 4 by 8 inches and let the barrel freeze up solid, and much to his surprise the barrel was uninjured, the ice bulging up around the stick, but not a stove or section of the head escaped.

RAILWAY BRIEFS.

It is estimated that the number of passengers carried by all the railroads in the world averages 6,500,000 a day.

There are seven passenger conductors on the Old Colony road who have each been in the service thirty-two years.

The rails on railroads in the United States, laid in a continuous line, would make twelve girdles for the earth's circumference.

The proposed Ottawa and Morrisburg railway will shorten the distance by rail between New York and Ottawa about sixty miles.

During the last ten years the south has built nearly 20,000 miles of new railroad, an increase of about 100 percent over 1880, the total mileage for that section at present being over 40,000.

The late Richard M. Allen, of Cleveland, O., was the inventor of the paper car wheel, and president of the company which manufactured them. He made a colossal fortune out of his invention.

The New York, New Haven and Hartford railroad must pay penalties amounting to \$7,000 for violating the law prohibiting the running of cars in New York state heated by anything but steam.

During the first nine months of 1890 3,780 miles of new railway were built in the United States. Georgia built the greatest number of miles, 323; Montana came second with 215, and North Carolina third with 226.

The Pullman Palace Car company furnished 2,650 sleeping and drawing room cars to railroads in the United States in 1889, at a cost of \$20,000,000. The Pullman company operates over 126,537 miles out of a total of 158,446 miles in the United States.

The Southern Pacific company have all of the front truck wheels of passenger engines made in Germany, and they are Krupp steel tires. The tire may break, but it will not leave the wheel, as it is held on with retaining rings. The company is fitting up the freight engines with the same kind of wheels.

The extensive preparations for railroad building in the northwest has induced The Seattle Press to make some calculations. That paper is informed that in the next three years fully \$50,000,000 will be expended in railroad building in the northwest. The Great Northern and the Union Pacific, it is said, will expend \$30,000,000.

It appears from the New York Central report for September that the strike on that road cost about \$700,000 directly. This estimate is based upon the actual loss in earnings for the two months and upon the calculation that the cost of accidents, as well as the loss of traffic, was charged off directly. The loss was a little over \$500,000 for August and nearly \$200,000 for September.

THE LATEST IN JEWELS.

A new watch chain is in the shape of a butcher's cleaver.

A gold scarfpin represents the claws of a crab holding a diamond.

A heavy gold ring with a small watch for a setting was recently shown.

A brooch recently brought out shows three sparrows perched on a bar.

A novel watch case is in the form of a lute in gold ornamented with black enamel.

A link cuff button is in the form of a horseshoe and riding whip, both studded with diamonds.

A silver brooch represents a Scottish claymore, the basket hilt being reproduced in pierced work.

A unique brooch shows a rat on the handle of a spoon, creeping toward the bowl, in which rests a pearl.

A neat bracelet is in the design of a strap. It is flexible, has a practical buckle and can be adjusted to any length the wearer may desire.

A new broochpin has at one end of the pin a large spider set with a ruby and a diamond, the point being secured by a fly. The two are connected by a tiny gold chain.—Jewelry Weekly.

GEMS OF THOUGHT.

Illusion is the first of all pleasures.—Voltaire.

There are times when to be reasonable is to be cowardly.—Marie.

What's gone, what's past help, should be past grief.—Shakespeare.

To make light of philosophy is to be a true philosopher.—Pascal.

He is the only truly courageous man who never desponds.—Confucius.

How short our happy days appear; how long the sorrowful.—Jean Ingelow.

It is easy to find reasons why other people should be patient.—George Eliot.

Most persons fancy themselves innocent of those crimes of which they cannot be convicted.—Seneca.

He who allows himself to be insulted deserves to be, and insolence, if unpunished, goes on increasing.—Moliere.

For cowardice the road to desertion should be left open. They carry over to the enemy nothing but their fears.—Bove.

Imagination has more charm in writing than in speaking; great wits must flatter before entering a salon.—Prince de Ligne.

Every error of the mind is the more conspicuous and palpable in proportion to the rank of the person who commits it.—Juvenal.

ROYAL FLUSHES.

Emperor William's coachman receives \$600 annual wages and his house rent.

Queen Victoria, who is a connoisseur in china, particularly admires the Mentone ware.

The king of the Netherlands is insane, and all state affairs are transacted by Queen Emma.

The emperor of China each year commands his board of astronomers to appoint an auspicious day for the annual bath of the sacred elephants.

Dom Pedro is a pathetic figure, feeble, unhappy, continually accompanied by an attendant, and muttering at intervals in conversation, "Brazil! O, dear Brazil!"

The late Empress Augusta left charitable bequests to twenty-nine leprosy hospitals, which included Protestant, Roman Catholic, Jewish, and nondiscriminatory institutions for all sorts and conditions of men and women.

King Humbert of Italy, after having for years smoked to excess, suddenly and completely renounced the habit. When his physicians advised him to abandon the use of the pipe he said, "On my kingly honor I'll never smoke again," and he has kept his word.

DAUGHTERS OF EVE.

Julia Ward Howe has been elected president of the Society for the Advancement of Women.

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We have too many goods on hand, this stock must be sold.

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See Our \$5 Suits, worth 8.
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—SAYS:—

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On November 4th, 1890, I purchased the stock of Jewelry owned by R. Allen Hall, after same had been sold under CHATTEL MORTGAGE, and I am going to sell it immediately at a great loss. If you want Christmas Goods you can get them cheaper of me than at any place in the city.

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NOVEMBER 25TH, 1890.

D. A. MITCHELL.

1891.

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Tennyson wants Owen Meredith to be his successor.

William Black, the English novelist, likes Americans very much, and has hosts of friends among them.

Dr. Holmes appears in the Harvard catalogue as "Oliver Wendell Holmes, M. D., LL. D., Litt. D., D. C. L., Professor of Anatomy, Emeritus."

Alexander Dumas has been amusing himself by sending a play of his anonymously to the Parisian managers and having it returned by them all.

Radford Kipling wears a scarlet face and eyeglasses in his sanctum. He smokes a pipe, and his room contains a rifle, a whisky decanter and a siphon of soda water.

R. D. Blackmore is better known among his neighbors at Ledbury, on the Thames, as the fruitman than as the novelist, and he is a successful market gardener.

The house of Warwick Cranston, Paddington, where Robert Browning had his London home, has just been distinguished by one of these memorial tablets that the Society of Arts set up.

Professor John H. Hewitt, who died in Baltimore, is best known, perhaps, as the author of "Rock Me to Sleep, Mother," though he wrote a great many other songs and more ambitious works.

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